SEPTEMBER/
OCTOBER
2024

the national FALCON news

BI-MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

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IMPORTANT MEMBERSHIP INFORMATION

The monthly online magazine on the website at falconclub.com is password protected and you must enter, when requested, your own password. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—please contact membership@falconclub.com. To place a classified ad, send FCA Regional event information or articles, email editor@falconclub.com. For help with the website, email fcatechline@gmail.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are $38 a year ($45 in U.S. funds for International North America Membership, $57 in U.S. funds for International Offshore Membership) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published bi-monthly with information submitted by members.

PRESIDENT'S MESSAGE

BILLY POPE
FCA President

Dear Falcon Club of America Members,

The 45th National in Hot Springs is now in the books, and what a fantastic event it was! A hearty congratulations to The Founder's Chapter for putting on such a splendid show. I can truly say that "A good time was had by all!" It was wonderful to meet new friends and reminisce with old ones, all while celebrating our shared passion for these amazing cars.

But don't park those Falcons just yet! We have some exciting regional meets coming up that you won't want to miss. The Ohio Valley Chapter will be hosting their event on September 6-7, followed by the Carolinas Chapter's meet on September 27-28. These events are perfect opportunities to continue the camaraderie and showcase your Falcons.

I thoroughly enjoy reading your submissions, whether it's about how you acquired your Falcon, what drew you to the car, or the progress you've made on it over the years. Your stories and photos bring our community closer, so please keep those articles coming. And speaking of articles, don't forget the assignment from our last magazine—share your favorite recipes with us! We all know how food can bring people together, and I'm sure there are some delicious dishes out there just waiting to be shared.

I'd also love to hear your road stories from the trek to and from the National in Hot Springs. Take us along for the ride by sharing your adventures and photos. It's always great to see the journeys our members take and the experiences they have along the way.

Looking ahead, I'm already excited for our next big gathering in Pennsylvania. Have you made your reservations yet? Rooms tend to go fast, so be sure to sign up and secure your spot early.

This show was the last show for Jordan Mixon as a board member. Jordan has served this club well for the past five years, and we wish him well as he returns to "civilian" life. Jordan is not going anywhere; he has a deep and abiding love for this club and where ever there are Falcons, you'll see Jordan. Thank you for your service, Jordan.

We will be transitioning to a new board member, Rosie Wilson. We are excited to get to know Rosie better and to serve this club with her. Rosie is a long-time member and has been a supporter of the FCA for a good many years. Welcome, Rosie!

Safe travels, and until we see each other again, keep the Falcon spirit alive!

Happy Falconing

Billy

SEPT 6–7, 2024 Truckin' to Ohio	**SEPT 27-28, 2024** Carolinas Regional	**APRIL 11-13, 2025** Le Bon Temps Regional	**JULY 10-12, 2025** 2025 Nationals

The MDFC on display at the13th Annual Historic Packard Proving Grounds Cars-'R'-Stars car show.

The Decision. With the Ford Falcon selected as the featured car for the 2024 PPG June 9th Cars 'R' Stars show the MDFC had a key role in making this event successful and we did. We embraced the challenge and exceeded all expectations highlighting the Ford Falcon and our Club.

The Back Story. Rumor has it that when the PPG committee was initially presented with the idea of having the Ford Falcon as the "Featured Car" there was great skepticism. The committee's concern was the availability of enough Falcons to make this a successful event. PPG member Ethen Jackson contacted me and asked if our Club could support this event. After several discussions, and with some convincing by Ethan, the committee finally agreed that the Ford Falcon would be the Featured Car. Much of the credit for this decision goes to our newest Club member, Ethan Jackson for convincing the committee to go with the Falcon.

The Process. With the decision made, we were on the fast track. After numerous emails and telephone conversations, we had a list of twenty Falcons with pictures that were submitted to the PPG committee for consideration as a featured car. The PPG committee selected fourteen and sent individual emails to those selected requesting additional details for the display boards. These display boards were given to each of the featured car owners at the end of the show.

The Big Day. June 9th finally came, and the weather was perfect for the event. All the featured Falcons entered the grounds greeted by a PPG committee member. These Falcons were displayed at the front of the first boulevard island with this being the first thing that you see when entering the grounds. The PPG committee had assigned specific locations for each of the featured cars by year and model. Each of the cars were escorted to their assigned location on the island.

The featured Club Falcons were followed by the group of Club support Falcons. This group had rendezvous earlier at the Big Lots/Dunkin' Donuts parking lot. They came in as a group and joined us on the island. The other non-Club Falcons were escorted in and joined in with the Club support Falcons.

In total, there were twenty-nine Falcons on display. Having the non-member Falcons as part of the group was a win-win for the Club and for the event. More Falcons equals more fun and more memories. Club canopies were set up in the center of the island with Club banners attached making for a focal point for the Club and the event. In total, we had thirty-nine Club members in attendance and twenty-two Club member Falcons on display. Four of the non-Club Falcon owners liked what they saw and joined our Club.

Ethan Jackson and his committee members did an outstanding job on every facet of the process. They were there from the start of the event to the end, including getting everyone checked in and correctly staged. They routinely checked in to ensure that everything was going okay and if we needed anything during the event. We received a lot of positive feedback during the event from spectators, Club members, non-Club

Falcon owners and from PPG committee members. It was truly a memorable event for all that attended and participated. There were a lot of Falcon stories shared making it fun for everyone.

Many thanks to the PPG committee for everything. As a Club, we could not be happier!

–Jerry Richards, President
Metro Detroit Falcon Club
reprinted from "The Falcon Express" Newsletter

(Additional photos on next page)

MDFC AT THE PACKARD PROVING GROUNDS CARS-'R'-STARS SHOW

Rick Schanz
1960 4-Door Sedan

Tom Bailey
1961 Ranchero

Jerry Richards
1963 Sprint Convertible

Bradley Waitkus
1963 2-Door Hardtop

Joseph Zarazua
1964 2-Door Hardtop

Doug Doemer
1965 2-Door Sprint

Brian Stadler
1965 Futura Convertible

Orville Turner
1961 2-Dr Futura Sedan

Larry Shovan
1961 2-Dr Futura Sedan

Gene Johnson
1963 Sprint Hardtop

Jim Guibord
1963 Ranchero

Ken Noland
1964 Futura Convertible

Gordon Leslie
1965 Sedan Delivery

David Leslie
1970½ Falcon

MDFC Member cars on display at the Cars-'R'-Stars Car Show

Friends, Family, Falcons and Fun

Falcon Club of America 2025 Nationals

July 10, 11 & 12, 2025

Birds to the Burgh

DoubleTree by Hilton - Pittsburgh Green Tree
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Room Rate $129 single or double, includes Doubletree Hot Breakfast Buffet
Make reservations on-line at https://group.doubletree.com/ur4btc
or call Doubletree at 1-800-222-TREE (8733) mention Falcon Club
Register online today at falconclub.com or use registration form on page 31.
Questions? 2025fcanats@falconclub.com

THE FALCON GETS A V8

BY RAY BROCK

320 inches of Mercury and an automatic transmission turn Ford's compact Falcon into a hot rodder's dream

When the new compact Ford Falcon entered the American automotive scene last fall, one of the first things every good hot rodder did when he saw the car was to raise the hood and eye the engine compartment. What he saw was a six-cylindered, overhead-valve engine designed for economy and not particularly endowed with horsepower. For those interested strictly in economy, this was fine. Others were happy with the size of the car but not the size of the engine so the next thing that came to mind was just how hard would it be to replace the little six with a big V8. It wasn't long before the idea was tried and in at least one case we can report that the results were tremendous.

Bill Stroppe and Associates, a Long Beach, California, concern that conducts special events and tests for the Ford Motor Company, decided that they would like to find out how practical a V8 Falcon would be, so they made the swap. The idea was to build a smooth, dependable car that would be ideal for all types of driving. The car used was a deluxe 1960 Falcon four-door sedan. The engine was a 1960 Mercury 312-inch V8 and the transmission was a 1960 Ford Cruise-O-Matic.

After removing the Falcon engine and transmission, Stroppe's mechanics measured a 312 V8 assembly and the underhood cavity to see what problems would arise. The engine with exhaust manifolds was wider than the cavity so the first step was to enlarge the hole. The front coil springs and shock absorbers mount between each upper A-arm and a reinforced "well" in the inner fender panel. This well in the panel had to be relieved to gain width. A large wedge was cut away and the opening then fitted with a piece of 12-gauge metal shaped to fit.

With this modification the block assembly could then be lowered in for a test fit. The steering link between pitman arm and idler arm interfered with the V8 oil pan but this problem was easily solved by removing the link from the stock position on top of the arms. re-reaming the tapered hole from the bottom side and then reinstalling the link. This lowered the link by almost three inches and gave plenty of pan clearance as well as ample road clearance.

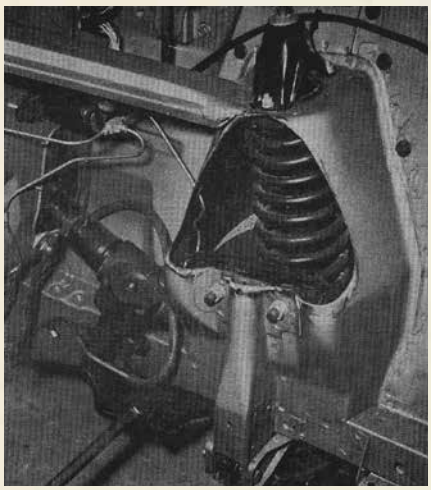
Bill Strouppe makes the final inspection of the Falcon before turning over the keys to William Ford Vice President of the Ford Motor Company. The Merc engine occupies the same relative position in the chassis as the Falcon six. No modifications were required for hood to clear V8, accessories.

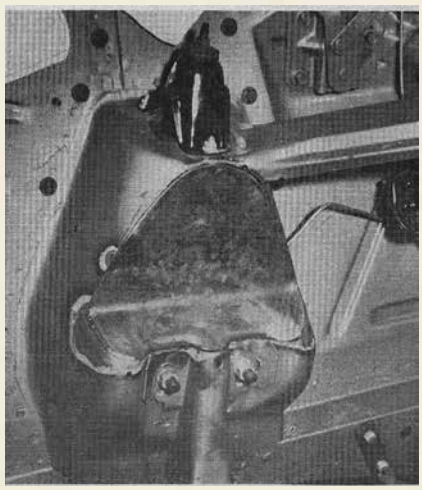
The V8 engine was positioned in the same relative position to the chassis that the six occupied. Crankshaft height for the V8 was made the same as it had been for the six and the engine was centered equally between the fenders. The Cruise-O-Matic transmission bell housing presented the next problem as it was larger than the Falcon's floor tunnel. This obstacle was hurdled by cutting away a portion of the floorpan at the base of the firewall and then shaping a new piece for increased clearance. This was welded in and other close spots carefully "bumped" with a hammer to give approximately

LEFT: A limited slip differential gives the V8 Falcon excellent rear wheel "bite" but full throttle starts will break both rear wheels loose. Wheels and tires are 6.50 x 13 Comet size.

RIGHT: Front spring pocket in the unit construction Falcon body had to be cut away to gain extra width in the engine compartment for the V8. The front lip of the firewall brace was also rolled under for extra room

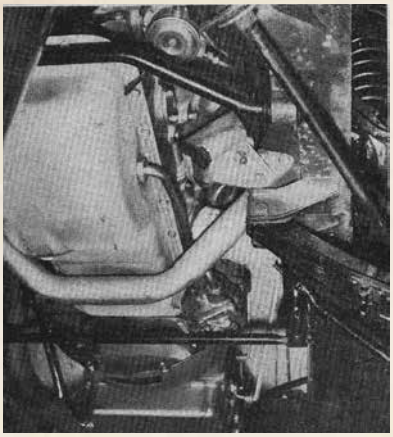
FAR RIGHT: Although the piece of body metal cut away was very light, it is responsible for carrying part of the front wheel load so the new piece formed to fit the hole is of much heavier gauge than the original metal. All edges were securely gas welded.

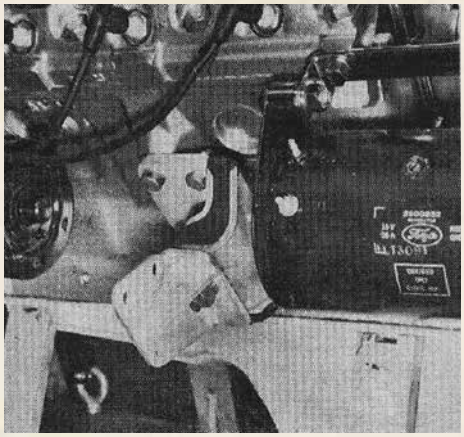




three-quarter-inch minimum clearance all around the top of the housing.

Next, new front engine mounts were made. This, too, proved easy with .312 engine insulators modified by extending the flange that bolts to the block about 2 inches to move them forward to match the Falcon unit frame brackets. Adaptor brackets were made from quarter-inch steel plate to bolt between the modified 312 insulators and the Falcon chassis. With the front of the engine mounted in this manner, the stock Falcon crossmember could then be bolted back in its normal location.



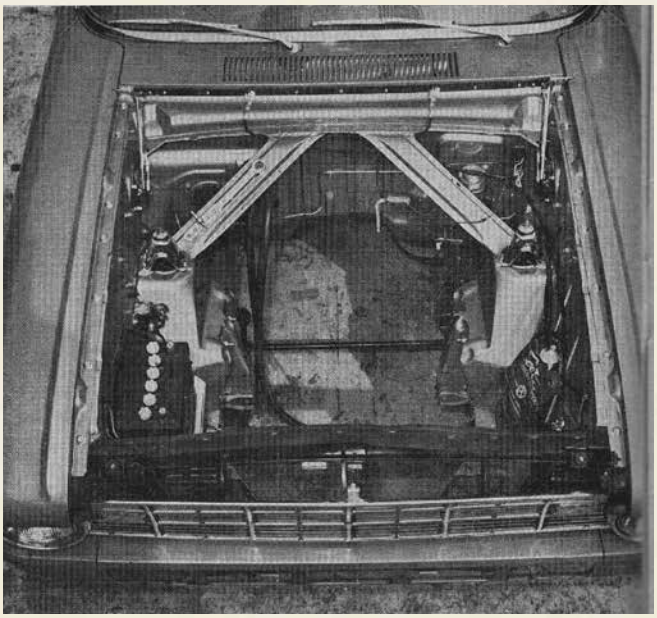


LEFT: Front engine mount insulator is stock V8 but has a piece of plate added to extend it forward two inches. the bottom bracket was fabricated from steel plate to match the Falcon frame brackets.. RIGHT: V8 engine bolts to the stock Falcon location in chassis, uses the stock Falcon tube crossmember. The oil pickup tube was reshaped to clear crossmember, steering link moved to bottom of pitman.

A piece of 1¾-inch chrome moly tubing with ⅛-inch wall was formed to bolt between the box-shaped members in the Falcon underbody and support the rear of the engine-transmission unit. A plate on either end of the tube fits against the inside of each underbody box member and matching plates on the outside of the box give firm purchase on the box section. A stock late Ford rear insulator fastens between the transmission and a bracket on the middle of the tube. With the engine compartment and new mounts thus prepared, the chassis was ready for the special V8 carefully assembled by Stroppe's engine specialist, Vern Houle.

The 312 Merc engine was altered only slightly with a set of .060-inch overbore pistons, ported and polished heads and a Racer Brown street, grind camshaft. The extra bore raised the displacement to .320 cubic inches and combined with a slight milling of the heads, the compression ratio was raised from 9 to 10:1. Stock exhaust manifolds were used with a connecting pipe across the front of the engine from left to right side. The choice of stock exhaust system instead of racing type headers was to ensure quiet engine operation. A single Holley four-barrel carburetor from a 332-inch Ford engine was used for carburetion,

A '59 Ford rear axle assembly with 3:10:1 ratio was installed in place of the lighter Falcon axle unit but the stock Falcon springs were retained. This change required nothing more than removing the Falcon axle and bolting the Ford axle in its place since the spring pads on the two housings are the same distance apart and no modifications are needed. The Ford axle increases tread just one inch. Monroe adjustable tube shock absorbers were used in place of the stock Falcon shocks. Ford ten-inch brakes were used on the rear so that the drum diameter would be small enough to fit inside the 13-inch wheels. Comet wheels were used to get wider rims and 6.50 x 13 tires used on all four wheels. the Ford rear axle shafts flanges were reworked for a four-bolt pattern to match the stock Falcon pattern so that wheels are interchangeable front and rear. The only modification to the front suspension was to install stronger coil springs, Monroe shock absorbers and a special made 7/8-inch front stabilizer bar. Front brakes are stock Falcon.



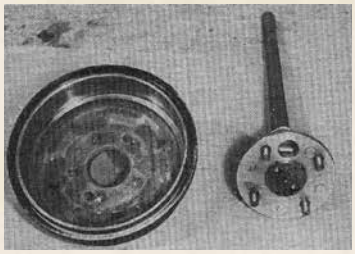
Reworked engine compartment ready for the V8 was pointed and appears factory fresh to the untrained eye. Battery box was moved outboard a couple of inches, floorpan also reshaped slightly.

To provide ample cooling for the larger V8 engine, a 1960 Ford cross-flow radiator was installed. This required enlarging the sheet metal opening behind the grille and repositioning the mounting brackets. The engine-mounted filler tank is from a 292-inch '6o Ford V8. The battery position was also changed slightly, both for increased engine room and also to give more room for the cross-flow radiator. The platform for the battery was merely moved a couple of inches farther into the right front fender well.

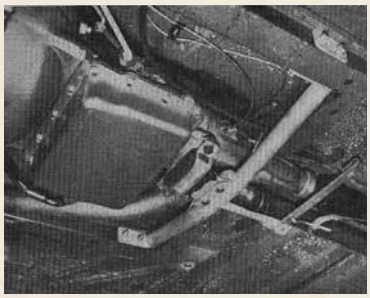
As with any engine swap, there were a number of other minor modifications: The front edges of the braces between the firewall and spring wells were rolled under to provide enough clearance for the rocker covers to be removed; the sides of the spring wells were "dimpled" for better spark plug clearance; and a special box-end wrench was designed to change the hard-to-reach plugs. This wrench fastens to one of the body braces with a wing nut so that it is always with the car.

As you might expect, the completed car does not sound, ride or perform like a compact car. It rides much better, thanks to the extra sprung weight; it is very quiet and accelerates with great haste. Stroppe was so pleased with the results when completed that he took the car to nearby Palm Springs, where William Clay Ford, Vice President in charge of styling for Ford Motor Company, was spending a winter vacation. Stroppe presented the Falcon to Mr. Ford, who liked it so well that he drove it almost exclusively during his stay at the desert resort although he had several higher-priced Ford products at his disposal.

After several trial fits, the engine is lowered in for the final time by Don Edmunds and Bob Strohlman. Engine-trans was installed as a unit with only crank pulley and generator removed.

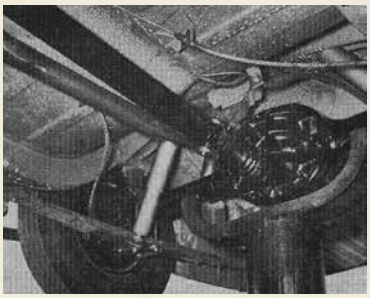


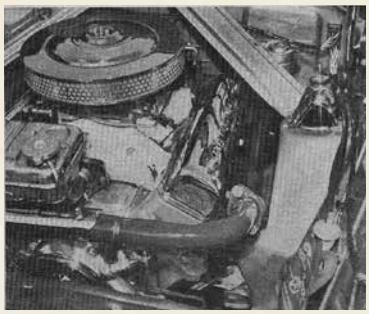
The Falcon V8 is now based at Mr. Ford's Detroit home and at last report is still his favorite town car, at least when he can get the keys away from Mrs. Ford. Having ridden in the car, we might just warn executives from other automobile companies in the area to be careful about challenging blue four-door Falcons; if you pick the wrong one, you'll get the surprise of your life.



New rear crossmember bolts between box sections in the Falcon underbody with matching plates on the outside of the boxes to spread the load. Bracket in center supports V8 rear insulator. Another bracket supports Falcon parking brake mechanism.

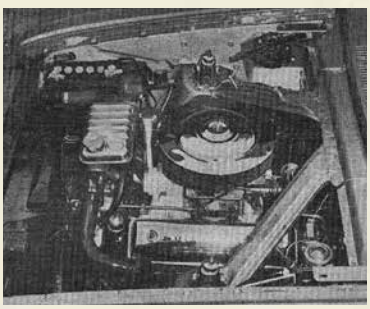
A complete '59 Ford rear axle assembly bolt directly to the Falcon rear springs with only a one-inch increase to rear wheel tread. Shock absorbers are Monroe. Ford axles and brake drums were modified (top of page) to match Falcon four-bolt pattern.



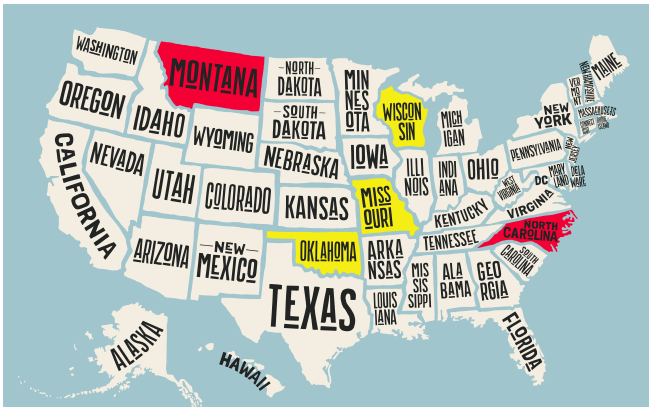


Stock exhaust manifolds and crossover pipe between the manifolds were porcelainized to help muffle noise, a single exhaust pipe used. Reworked fender wells have ample clearance around manifolds but special wrench is needed for some spark plugs.

The cooling system is 1960 Ford V8 with a crossflow radiator fitting behind the Falcon grille with minor modifications. The high point filler tank bolts directly to the 312 engine. Engine modifications include cam, overbore and ported heads.



Where's that Falcon?



How many states can we fill in on the map? See where we've been (on map in yellow) and where we go this month (in red). **This month we head to North Carolina AND Montana.** Will we go to your state next time? Send your photo(s) to editor@falconclub.com. Please identify your car's year, model and the location of your photo.

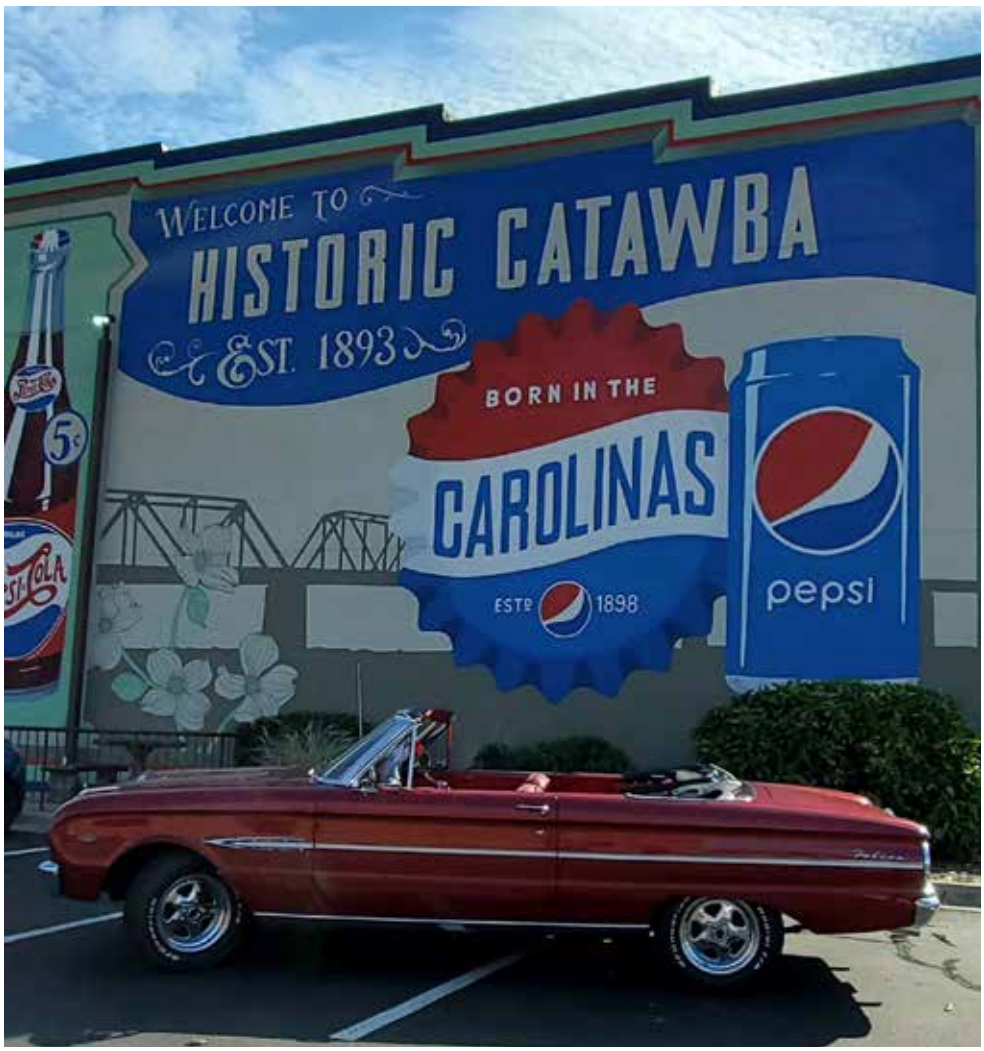
NORTH CAROLINA

1963½ Falcon Sprint Convertible

John and Becky Kulczycki (FCA #17660)
Catawba, NC

This photo was taken in the beautiful "Tar Heel State's" Catawba Historic District, a national historic district located in Catawba County. The district contains 19th century farmhouses and tracts of farmland with scattered outbuildings as well as village residences and a small commercial district.

North Carolina's state capital is in Raleigh and its largest city is Charlotte. The state's Mount Mitchell at 6,684 feet is the highest point in North America east of the Mississippi River. It's slogan, "First in Flight, First in Freedom" commemorates the Wright Brothers' first powered flight near Kitty Hawk in 1903.



Where's that Falcon?

MONTANA

1962 Ranchero
Clancy and Bobby Cone
(FCA #18423)
Flathead Lake, MT

Flathead Lake is a large natural lake in northwest Montana, along the mainline of the Flathead River. The dam generates electricity; the hydroelectric owned and operated by the Confederated Salish and Kootenai Tribes since 2015. It is one of the cleanest lakes in the populated world for its size and type.

Montana is a western state defined by its diverse terrain ranging from the western part's numerous mountain ranges to the eastern half's prairie terrain and badlands, along with smaller mountain ranges found throughout the state. Glacier National Park and Yellowstone National Park are popular destinations.

Montana's most notable unofficial nickname is "Big Sky Country." Its capital is Helena, while the most populous city is Billings.

Day 2 —Lawrenceburg, Indiana to Marietta, Ohio

Day 3 – Marietta, Ohio to Frostburg, Maryland

The Heybroek's Great Race 2024

From Owensboro, Kentucky to Gardiner, Maine, this nine-day endurance race is the ultimate challenge of driving and speed.

The Heybroek's have owned this 1964 Ford Falcon two-door Squire wagon since 2022. It was restomoded by its previous owner. This year we enrolled it in the Great Race, an endurance rally for classic cars which lasts over nine days. As rookies we did quite well, with a top 10 placement, until our transmission gave up in Connecticut after day six.

This year's Great Race started in Owensboro, Kentucky and finished Sunday, June 30th in front of thousands of spectators in Gardiner, Maine. The Great Race is a nine-day, 2,300-mile time, speed, distance rally that puts man and machine to the ultimate endurance test. The team with the score that is closest to the Rally Master's pre-determined time wins the event and takes home $50,000. This year's winners were Howard and Doug Sharp, a father-and-son team from Fairport, New York in a 1916 Hudson. Despite its age, the car is very reliable and gives the Sharps a scoring advantage, due to the "age factor" multiplier. They are five-time Great Race Grand Champions.

On day two, we enjoyed the rural backroads of Ohio, heading to Lancaster, Ohio for lunch. We were amazed by the turnout in Lancaster, as thousands of people flooded the street to give racers a warm welcome. Racers grabbed a quick lunch and some frozen custard, and got back on the road for lots of twists and turns and blind hills on the afternoon route, and plenty of tricky maneuvers to keep racers on their toes.

Day three found us crossing into West Virginia and Maryland. The morning route was a test of both driver and navigator, as the instruction booklets had page after page of precise instructions. On a stretch of State Route 23, there were more than five consecutive pages of speed change instructions. From there, it was a short blast on the highway to reach our lunch stop in Morgantown, West Virginia, Car enthusiasts of all ages came out to greet us there. The evening stop was in Frostburg, Maryland.

Day four started in sunny and cool Maryland, and took us on a nice drive on U.S. 40 Scenic, back into West Virginia after crossing the Potomac River via the Oldtown Toll Bridge. After that, it was off to Purcellville, Virginia for lunch. We made a lap through the Gettysburg National Military Park, and eventually made it to the finish line at Gateway Gettysburg.

Race winners' in a 1916 Hudson

Day 4 – Frostburg, Maryland to Gettysburg, Pennsylvania

Day five started in Gettysburg and headed north to Lewisburg. The hilly terrain made for a challenging day on the course, as we headed toward Binghamton, New York. Storms approached the area as soon as the racers began rolling through the finish line gate.

We started day six in Binghamton, New York and made an eastward trek on our morning route. We saw hills and twists and turns early on, passing through small towns along the way. Unfortunately, this was the day our race experience ended, thanks to a faulty transmission, as we made it only as far as Connecticut.

The race continued on to Providence, Rhode Island, Maine towns Freeport, Seal Cove, and Owls Head before finishing in Gardiner, Maine.

It was a great experience. To see more photos, go to www/greatrace.com. There is a blog for each day which includes many photos of the landscape and the wide assortment of vehicles. There you can also find route and entry information for the 2025 race.

—Jan Heybroek (FCA #18315)
Alpharetta, Georgia

A Falcon Ranchero was spotted in the race

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Falcon SUPERHEROES

PART II

THE BOWES: Driving east on Route 40 in West Memphis, Arkansas, Rick and Cris Bowes had a blow out. They were fine and so was the car. Thankfully, Bill and Karen Poole were traveling with them and Bill located a Walmart nearby. Rick wanted to put four tires on to be safe, but they only had one. About 50 miles down the road, Rick wasn't comfortable with another tire. Bill found a tire store and they had four new tires waiting at 9am on Monday morning. That's one of the best parts of traveling with friends, they are always there to help!

WHEN THINGS DON'T ALWAYS GO AS PLANNED...

JERRY NICHOLS: This is maybe all our worst nightmare...having an accident in our Falcon. But, Jerry and Liz came through with just a few bumps and bruises. Not to be stopped, they passed the hospital tests, rented a car, and made it to Nationals right on time. That qualifies them as superheroes, along with those who came to help them and wish them well when they arrived at the hotel, still a little shellshocked.

ADVENTURES AND MISADVENTURES TO AND FROM 2024 FCA NATIONALS

DEE BOWES and Doug Johnson drove from East Tennessee to the Hot Springs Show. Dee's '64 Wagon was running hot. While arriving safely, they experienced some shifting problems with the linkage in the steering column with her three-speed. Jordan Mixon offered her a nice aluminum radiator. In the parking lot, under some shade trees, guys from the Falcon Club checked out the linkage in her steering column and replaced her radiator that Jordan provided. Falcon Club Superheroes helping included Bill Poole, Doug Johnson, Don Campbell, Joshua Falcon, Josh's nephew DJ Falcon, and Bret Heintze. What a blessing to Dee and her Wagon "Blue Bunny".

SOMEBODY JUST SEEMS TO SHOW UP TO HELP!

MARK SWORD JR. Thirty miles from town had Blake Philpot threw a belt. Don Campbell helped, then raised his hand to ride with Mark to make sure all Falcons make it!! Who needs AAA when you have the FCA!!"

DON CAMPBELL: Thank you Heroes who helped me get to the airport and get my truck, trailer and car back home. This group once again came through for fellow members. I was notified my dad had one of the worst types of strokes and I knew Veronica and I needed to get to North Carolina to see him and also help take care of my mom who is in home hospice. A few members were aware of this and let me know there were multiple options for my car, trailer and truck to either get it home or store it in Arkansas. Brett and Lisa Heinze volunteered to take my equipment back home. Andy and Sandy Trahan volunteered to get me to the Airport. Thanks to everyone else involved for the other options in getting me here in Sherrils Ford, North Carolina.

TINA BURCHFIELD: "I had a blow out. I hope four new tires can be found in the morning. I wish I'd traveled with a few of those Superheroes." Next time!

DAVID AMES: "Here is Rodney Gerdes installing a starter in my Ranchero. It was his second starter install of the day." Now that's a Superhero!

DON COFFEY: "I had been planning for a year but the hurricane changed that. I will see you next year hopefully."

THOSE OF YOU WHO DIDN'T MAKE IT FOR ONE REASON OR ANOTHER, WE MISSED YOU!!!

BOBBY KIMBALL: "The trip home did not go according to plan. I've gotta say, FCA always comes through. Daniel B. Whiddon was ahead of me on I-30. He turned around and the cavalry was on its way. I took apart the throttle body, slapped it like an old black and white TV, and attempted to 'plug it back in.' Lol. After a small hiccup and a little trouble shooting, I finally made it home. I had an absolute blast and enjoyed the conversation and help from fellow FCA member. Even the interruption couldn't dampen my excitement from all that happened within the Falcon Family at Nationals. Thank you Mark Sword Jr., Christina, and all of the staff and Sword Family for the hospitality. Huge thanks to Gray Skinner, Todd Gaudin, Wally Tirado, Steve and Mary Schira, Tammy and Billy Pope, and a host of others for a remarkable time. I had the blessing of meeting and visiting with several members I had an acquaintance with, but now feel as if I know you so much better."4

"Until next year, keep the memory of our beloved Falcons flying forever..."

Bobby Kimball

"FCA is better than AAA."

Mark Sword, Jr.

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Ford Falcon FG MKII FPV GT R-SPEC and 1967 XR GT at Broadmeadows Assembly Plant

Hey, Ford: Call Your Mustang Sedan the Falcon

We don't know for sure that Ford will deliver a V8, rear-wheel-drive, four-door Mustang, but we know what it should be called.

BY JAMES GILBOY
www.thedrive.com

A Ford Mustang sedan has quickly gone from a weird rumor to a very real-looking possibility. Like the Bronco, the Mustang is now a "family" to Ford—one that can add new members, even if they're persona non grata with traditionalists. A sedan is the logical next addition, and Ford already owns the perfect name for the Mustang four-door: Falcon.

A Mustang sedan was unthinkable until a few weeks ago when Ford CEO Jim Farley said such a car is possible, so long as the vibe is right. This would be more of a hypothetical if Ford hadn't been spotted benchmarking a Mustang against a Cadillac CT4-V Blackwing, GM's smaller sports sedan. Something feels like it's afoot here, and Ford definitely isn't ignorant of the American sports sedan-shaped hole in the market. A Mustang four-door could fill that role, and it has every reason to be called the Falcon—the Mustang Falcon.

Your reaction may be that of my editor-in-chief's, which was, "You can't call it that, those are two different animals!" Well for starters, let's not forget the Mustang was named not for a horse, but for a warbird, the P-51 Mustang. It may be a pony car now,

but its namesake was closer to an F-16 in form. And as a matter of fact, the original Mustang could be described as something of a Fighting Falcon itself.

In design documents published years ago, Ford revealed that the Mustang was spun off from the Falcon as a stylish performance coupe to sell to young people, only for it to become something far greater. Though the Falcon faltered here in the United States, it carried on in Australia, where the Falcon would only reach its zenith decades later in the Supercars Championship. The Ford Falcon as a touring car racing icon is still a fresh memory, and invoking its name on a Mustang sedan would reunite the two legends' legacies.

If that isn't reason enough for you, consider how the cultural relevance of "Falcon" today compares to that of its potential future stablemate, the Mach 1. It hailed from the jet age, the era of higher and faster, of striving for outer space. Your average American wasn't breaking the speed of sound, but our eyes were on the skies. Now they're on the stars, the domain of both the fictive Millennium Falcon and SpaceX's very real Falcon rockets. Nobody thinks of the bird when you bring those up, and if they do, remind them that a falcon is a bird of prey. A Raptor, if you will.

If you still aren't convinced, then let the Mustang Falcon's emblem be a chimera; an amalgam of the two animals. If decades of cartoonish names from Dodge are anything to go by, the goofier the better. After all, it'd be the Charger's shoes the Mustang sedan would fill. And if that isn't enough for you? Screw you, Falcon is a cool name. That's my final answer.

—Submitted by John Kutzlo (FCA #11991)

Readers, we'd love to hear what you think. This idea comes from our friends down under. Do you think this same thought would fly in the United States?

Hi! Just read the May/June edition and the story titled "Car Guys and The Ridiculous Buy Club" struck a lot of chords, especially the part about the kid spending time with his grandfather. Four years ago my son and his wife split. We ended up with my son and his two young ones living in our house. Two years ago we drug a 1965 Comet 202 downtown from Montana. It was a two-door sedan six-cylinder automatic. When it arrived we looked at each other in horror and said,"What in the world have we bought?" But through that next year my son and I created a bond that was sadly missing since he left in 2005 for the Navy. He learned how to put in all new floors and suspension work. We took everything out of a 1965 Falcon four-door that was so rusty you could see through it, but miraculously had only 38,000 miles on it. We swapped everything in, the 289 was in beautiful condition inside. We decided to ditch the original three-speed automatic and not go with the three-speed manual from the Falcon. We ended up putting in a four-speed Toploader that, no kidding, he got for free! To make a long story short, it was the best year we spent. Doing a Shelby drop and 1-1/8 front sway bar, the car drives like it's on rails. All new custom interior from one of Denver's best shops and the Comet lives and goes to shows regularly as well as the local cruises. More importantly, my son and I and his children have a bond that will live on because of a derelict Comet that had no right at a second life. Thank you for publishing the article it meant more than you can possibly know.

—James Marcy (FCA #18476), Vice President Mile High Falcon Club, Lakewood, Colorado

RECIPE CORNER

Billy's Yummy Oatmeal Cake

Pour **1¼ cups boiling water** over **1 stick of butter** and **1 cup of oatmeal**.
Let stand for 10-20 minutes.

Add:

1 cup brown sugar
1 cup white sugar
1 ⅓ cups flour
1 t. baking soda
1 t. cinnamon
½ t. salt
½ t. nutmeg

Stir gently. Pour in buttered 13x9 pan. Bake 35 min. at 350. Cool a little.

Icing:

1 stick plus 1 Tablespoon of melted butter
¾ cup brown sugar
¾ cup white sugar
½ cup evaporated milk
1½ teaspoon vanilla
1½ cup coconut
1½ cup chopped pecans

Pour icing over cake and broil until brown.

Makes 6 to 8 servings.

—from the kitchen of our President Billy Pope

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FALCONS FOR SALE

I have owned this **1962 Ranchero** for three years. Recent improvements with invoices include headliner and upholstery, windshield and rear glass, radiator and hoses, tail pipe, muffler, tire, full brake service, alternator, complete tuneup and rebuilt rear end. Vehicle needs floor pans and a heater core. $13,500. Ed Jordan, 304-615-1085, ejordanent@hotmail.com. WV. 240616

1965 Falcon Ranchero owned by long-time member Dennis Lebo. 289 Automatic, power steering, air conditioner, bed cover and liner, red interior, bucket seats. Price: $20,000. Contact Linda Lebo via text, 512-789-0544. 240810

1965 Ford Falcon Futura As you can see, its exterior chrome was "shaved" before I got it, and it is opened by key fobs or by one hidden exterior button. It is not perfect, it has one dent in the front bumper and one in the rear bumper. The interior is not finished, as everything is good bright red vinyl except the bucket seats are maroon cloth, and the floor is flat black without carpet. I will be glad to tell you everything about the car and talk about options of getting it to the buyer, if you call or text to Monty Gover, (606 305-6894 or e-mail to gover1948@gmail.com. Car is 70 miles south of Lexington, KY. 240716

1965 Futura Hardtop $20,000 OBO 289, AOD, four-wheel disk brakes, Borgeson P/S, Shelby-ized front suspension, 22-gallon fuel tank, AM/FM modified '65 radio, fully restored interior, customized trunk, incl. 15-inch temp. spare, trunk-mount battery, late model alternator (165 amp) 15x7 American Racing 200S wheels, 225/60HR15 tires Many more items to list, call for a full rundown, 301-803-0433 msgarrett35@msn.com. MD. 240706

PARTS FOR SALE

Nice '61 grille with parking lights, $350; 1964–65 taillight buckets, $100 ea.; two '64 nice taillight buckets with backup lights, $400 ea.; '65 taillights with lens and chrome, $250; '63 NOS backup lights, $150 ea. Glo-bright in boxes, set of four 13" wire wheel covers, $200. Four Futura wheel covers, $200; vent windows for Sprint and HT, $200; '1964–65 quarter panels for four-door, $250–$300; front clip for headlights, $100; real nice '65 Mercury Caliente grille, $200; Mercury Comet Station Wagon or Ranchero tailgate. $300; 1964–65 headlight trim, $100; chrome for padded dash, $100. 1964–65 power steering setup, $250; hood hinges with springs, $50 ea. Five- and six-bolt bellhousings and plates, $150; Ranchero script, $50. 1963–65 radio, $50. 1964–65 arm rests with chrome, $75 ea. Rare 1960 air cleaner, $150 and lots more. I am retiring and will sell all my stock for $12,000. Please call Bob, 806-683-1246. TX. 240699

NOS right fender part # C0DB-16005-AJ $650. NOS left quarter panel part #C0DB-58278847-J $1,200. Two 13" x 4½" five lug 4½" bolt circle wheel $70.

1965 289: three-bolt harmonic balancer, $75; main caps, $100. Valve covers, $60; NOS piston & wrist pin C5OE-6108-AF, $15. 1967 289 exhaust manifolds $150. 351C 4BL Exhaust manifolds one pair, $450. 351C A/C bracket D0ZA-2882-C $100. 351C P/S pump adjusting bracket, $75. 351C dip stick tube and dip stick; cast number on dip stick D0AE-6750-A, $125. 351C timing pointer $75. Lots more 351 Cleveland parts! 351W crankshaft, $150. 351W rods, $100. I have more 351W parts! 390 tri power set up $2,500. 1967 GT 390 S code motor $3,500. 1970 428CJ short block $3,200. 1971 429 CJ four-bolt main short block $4,000. 1968-70 428 CJ / SCJ parts & 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com, MO 240710.

Three pedal clutch quadrant, $175 plus shipping. ’60-’65 Falcon. Ray, 585-329-7840. Photos available. Raymond Schmitt, Tucson, AZ. 240606.

I just bought a ’64 Falcon HT, no title, parting it out, good doors, good quarter panels, other inventory includes 20 doors, 20 fenders, $150-$200; six hoods and six trunk lids, $150-$200 ea; Three ’64 grilles, $150-$250 ea. Two nice ’64 taillights w/backups, $350 ea; two nice ’65 taillights w/backups, has small cracks, $300 ea; nice taillight buckets, $150 ea; nice ’65 taillights w/lens,$250 ea; ’63 NOS backup lights GO-brite in boxes, $100 ea; four wire wheel covers $200. Four Futura wheel covers, $200, lots more covers, windows w/chrome for HT and Sprint, $150. ’64-65 headlight rims $100; chrome for padded dash, $100; ’64-65 power steering set up, $200; five-and six-bolt bellhousing and plates, $150; hood hinges w/springs, $75. ’64-65 armrests w/chrome, $75, rare; ’65 air cleaner, $150; lots and lots of chrome, dash chrome for heater, $75; nice ’61 grille w/parking lights, $300; rear side windows to back of station wagon w/curve, $250 ea; lots of chrome for ’64-65; door hinges, $50 pair; 20 transmissions, $75-150; 15 carburetors, $50-75. Air cleaners, $50; ’60-65 speedometer clusters, $100; Futura chrome under trunklid, $150-$200; ’60-68 Texas license plates, $60-$100; new ’64 plates, $150; radios, $50-$100; hinge and springs for tailgates, $50 ea; gas tank, $75. I have five buildings full of Falcon parts that I will sell at a reduced price of $10,000. Buyout my 40 year collection and start your own business. Please call Bob, 806-683-1246. TX. 240899

NOS 1960 Falcon grille, $199. NOS 1963 Falcon grille and headlight assembly, $2,400. NOS 1964 Falcon grille and headlight assembly, $2,400. NOS 1963 Falcon rear bumper, $350. NOS 1964 Falcon headlight assembly pair, $300. NOS Falcon 1965 Headlight assembly pair, $300. NOS 1964–65 Falcon console, reproduction top, with all parts. $1,125. 1963 Falcon front fender spears, reproduction, $420. 1963 Falcon console parts, $199. 1963–65 Falcon/ Comet four-speed tunnel, with top plate, $425. 1963/1964/1965 Cobra, Falcon Sprint air cleaner with PCV on top of air cleaner, $425. 1963–65 Falcon Sprint air cleaner, reproduction, Scott Drake, $135. 1963 Falcon convertible well liner, $99. 1963 Falcon convertible boot, $125. 1963–64 Falcon Sprint valve covers, reproduction, Scott Drake, $199. NOS Falcon 14“ spinner hub cap, $150. More NOS and used Falcon parts. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 240802

Parting ’60-’65 Falcons. 16 year collection! Good sheet metal, lots of trim, mechanical parts, etc. 3 NEW 6 cyl. Ring & Pinion sets—“Original Ford” available. Call Steve, 360-430-0143 WA. Thanx for driving a Falcon! 240810.

ALL NOS: 1961 grille plus L/R headlight doors, $495; ’61 headlight door, one left, $95, 1960 deluxe wheelcovers, 13“ $195 set of four; 1962-63 Deluxe-Squire wheelcovers, 13“, $195 set of four. Backup light kits, one of each: 1960-62/1963/1964/1965 Wagon/Ranchero, $300-395 each, depending on the year. 1960-64 backup light/neutral safety switches for column shift automatic transmission, $45 each. **Good Used:** 1963 Futura/Sprint Hardtop Bucket Seats, nice driver quality black upholstery, very complete, missing one seat emblem, $1,495. 1962-63 Deluxe Squire wheelcovers, $40-$120 per set based on condition. ’60-61 + ’62-63 Falcon strut rods; good threads, w/ OEM hardware, $125 each. ’60-63 hood hinges, one set, no springs, oiled , work smoothly, straight, $100; **Nice Used:** consoles: one ’63 convertible console, black, w/correct cvt. brackets: $425; 1) ’60-63 sedan console, a builder, mostly complete, $395. One Sprint tach-no case-tested and working, $95. **Good Used:** 1960 grilles w/parklights, $150-200; 2) 1961 grilles, $150 & $225, nice/straight; many ’63 headlight doors, $50-150 a pair. 3) 1963 driver /project grills, need repair/welds, but have potential, $200-$395 ea.; Good used hardtop windshield trim $275, driver quality; 1964-65 six-cylinder power steering system: 90% complete, but will need work, **VERY RARE;** $395 as is; 1960-65 four-speed or floor shift steering columns; we have the

correct parts to fit each of those years, $150-$250 ea. Dagenham four-speed bellhousing, $75; complete Dagenham four-speed w/complete shifter, from a running car, $695. '65 "FA" gas caps- two complete, some extra parts, including some NOS, $350-$600 each. 1966-67 power steering system: steering box w/straight through shaft, complete lower linkage, no pump/pulleys/brackets, $395 as is; may fit '68-70 as well. Two Narrow Pattern Toploader four-speeds; one for a '64½ Mustang, can work in a Falcon but needs the Falcon tailshaft housing, this trans is rebuilt; $1,195. One narrow pattern toploader with both Mustang/Falcon patterns, has a chipped second gear, but turns freely, w/a factory shifter, $595. 1962-65 trunk locks, good used with serviced locks, new emblems and new keys, $95-$195. 1960 –67 Station Wagon tailgate cranks, good used to NOS with serviced locks and new keys, $250-$795; '64-65 Futura interior door badges, repainted + good chrome, $30 a pair. 260 V8 front fender emblems, good used, repainted, $30 per pair; 13" & 14" wire spinner hubcaps, all grades: restored, good used, and driver quality, levels #1-4, $150-$550 per set based on condition. 260 builder, long block, w/front cover + valve covers, build code: 3F18Z (maybe a 2?) ran great, but smokes, $200; two-speed V8 Ford-O-Matic, shifts nicely, complete w/trans linkage and starter, $300; local pick-up for the engine and trans. 1960-1970½ sheet metal: doors, fenders, hoods, deck lids, bumper cores and brackets; some '65 Comet parts as well. What do you need? All prices are plus shipping. **Barn Find:** One old-time fiberglass hood w/ scoops: 1964-65 Falcon/ Ranchero hood w/a raised hood scoop molded in; found in the barn of a Colorado drag racer; used at Bandimere Speedway in the 80s-90s, $250 OBO. Almost impossible to ship this item, so I highly suggest local pickup. We have a 39+ year collection of Falcon and Comet parts, please call/email with your needs. Call or email Lenny, Kellogg's Garage, lenkellogg1964@gmail.com, 970-593-1964 or visit us at kelloggsgarage.com. CO. 240815

MISCELLANEOUS

Hello FCA Members! I am an avid license plate collector (ALPCA #13258) and may have or able to find YOM plates for your prized ride. Price range $50–$500. Contact: James Collins, 175 Montesito Lane, Floresville, Texas,78114; jacoll87@yahoo.com; 830-321-2434.

WANTED

WANTED: 289 Hi Po San Jose built 4 speed radiator, Top tank is stamped: C4ZE W-MO G2 2-65.3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24th 1965 at the San Jose, CA plant. Carburetors for FE engines: part # on air horn C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part # on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken 6274 Rocky Grove, Cedar Hill Mo. 63016, 314-480-2556 or kslitteken@aol.com

Anyone have a copy of the January 2023 Falcon News
they'd be willing to give up? Please contact David Barber at 205-531-3375. 240509

TO PLACE A CLASSIFIED AD

Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads may be edited as needed. Send your ad by email to editor@falconclub.com. Ads run for minimum of two issues and must be resubmitted after that. Ads must be received by email by the 10th of the month before publication. October 10 is the deadline for the November/December issue.

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are $10 each or $20 with your photo included.

Non-FCA members may submit ads for $10 each or $20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America.

Falcon Club of America is not responsible for errors. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

FALCON CLUB UPCOMING EVENTS

...and still more to come

Mark Your Calendar

"Truckin' to Ohio"

September 6–7, 2024
Wilmington, Ohio
For more info, go to OVCFCA.com
Registration form on page 32

Carolina 15th Regional

September 27–28, 2024
Shelby, North Carolina
For more info, go to Carolinas Chapter, FCA on Facebook
Registration form on page 31

All Falcon Texas Picnic

Saturday October 19, 2024
11:00 to 3:00 PM
Miller Park, 1919 N 1st St
Temple, Texas 76502, Pavilion B

Family, Friends, Falcons and Fun —a good chance to connect with fellow Falcon Lovers from across Texas.

Sloppy Joes and chips provided, along with water and ice tea. Bring your own soft drinks. No alcoholic beverages allowed in the park. We welcome any and all donations of prepackaged chips and baked goods of your choice for desserts.

RSVP to Carol Springer by either email or phone no later than Wednesday 10/16/24, csspringer1966@gmail.com or 512-567-0966.

Come meet with old friends and make some new ones! Hope to see you there.

2025 FCA Nationals

July 10, 11, 12, 2025

July 10-12—Thursday, Friday and Saturday

DoubleTree by Hilton - Pittsburgh Green Tree
500 Mansfield, Pittsburgh, PA

Room Rate: $129 single or double

Includes Doubletree Hot Breakfast Buffet

Reservations on-line at https://group.doubletree.com/ur4btc

Call Doubletree at 1-800-222-TREE (8733) mention Falcon Club

Friends, Family, Falcons and Fun

Register at falconclub.com

For more information, go to 2025fcanats@falconclub.com

2025 FCA NATIONAL MEET • July 10-12, 2025

DoubleTree by Hilton Hotel Pittsburgh - Green Tree

To register online and pay with a credit card go to: www.falconclub.com or send check and registration form payable to: FCA National, Cris Bowes, 552 Franklin Rd, Coventry, RI 02816-0000

REGISTRANT INFORMATION: Are you a member of the FCA? □ Yes □ No * Membership Required to Participate – Additional cost includes annual membership dues		
First time attendee? □ **Yes** □ **No**	If yes, provide FCA Number:	FCA Chapter:
First and last name:		Guest first and last name:
Mailing Address:		
City:		State and Zip Code:
Email:		Phone: xxx-xxx-xxxx

VEHICLE INFORMATION:				
	Year:	Body Style:	Category (see below):	Class: (FCA By-laws section 5.6.4)
1.				
2.				

Categories: Stock, Daily Driver/Street Driven, Diamond in the Rough, Lite Modified, Modified, and Display, *** Concours Masters and *** Modified Masters ***Non-voting categories subject to qualification

Trailer Parking Requested: □ Yes □ No

REGISTER EARLY and Save!	**Before June 22nd**	**After June 22nd**	**Total**
Registration Fee - Non Members No vehicle *	$56.00	$61.00	$_____
Registration Fee - Non Members Vehicle *	$66.00	$71.00	$_____
Registration Fee - Member No vehicle	$18.00	$23.00	$_____
Registration Fee - Member First vehicle	$28.00	$33.00	$_____
Additional Vehicle Fee (each)	$20.00	$25.00	$_____
Swap space(s) (each)	$25.00	$30.00	$_____
T-shirt (Men's Sizes Only) Indicate Size **			
Qty & size(s): S___ M___ L___ XL ___ T-shirt	$22.00		
Qty & size(s): 2X___ 3X ___ T-shirt	$24.00		$_____
Banquet Adult – Limited availability **	$50.00		$_____
Banquet Kids – Limited Availability **	$25.00		$_____
Please note any food allergies, vegetarian, gluten free: _____			
Ladies Tea (Max. 50) – Limited Availability	$40.00		$_____
**Limited availability if purchased after June 22, 2025		TOTAL	$_____

Liability release: In consideration of this entry being accepted, I, for myself and for my heirs, executors, and personal representatives, hereby release, discharge, and waive all claims and rights for damages that I have or may have against the Falcon Club of America; DoubleTree by Hilton Hotel Pittsburgh - Green Tree; and each of their respective chapters, officers, directors, employees, members, contractors and agents (hereinafter collectively called "Entities") for personal injury to me (including death) and for damage to property arising out of my participation in or attendance at the 2025 FCA National Meet. I agree to indemnify and hold harmless the Entities from all claims and liabilities caused by or arising out of my intentional or negligent acts arising out of or related to my participation or attendance at the 2025 FCA National Meet.

Signature:_____ **Printed Name:** _____ **Date:** _____

Hotel: DoubleTree by Hilton Hotel Pittsburgh - Green Tree, 500 Mansfield Avenue, Pittsburgh, PA, 15205 1-800-228-9290.
Book on-line **DoubleTree by Hilton Hotel Pittsburgh - Green Tree** **https://group.doubletree.com/ur4btc**
Mention "**The Falcon Club 2025**" to get the rates of $129 for a single/double room, plus taxes – cutoff date for this rate is 5:00 pm June 22. **Questions?** 2025 FCA National Team – 2025fcanats@falconclub.com

1964-65 Steel Hood

This excellent reproduction has fine bolt threads.

NOTE: Does not have holes for the hood letters.

NOTE: This item ships truck freight. Please contact us for a shipping quote before ordering.

C4DZ-16612B

$599.95 ea

C4DZ-16606B

C4DZ-16605B

1964-65 Steel Front Fenders

19 gauge steel.

NOTE: Holes must be drilled for antenna, moulding, or emblems.

NOTE: This item ships truck freight. Please contact us for a shipping quote before ordering.

LH **C4DZ-16606B**

RH **C4DZ-16605B**

$599.95 ea

Made From Rhino Fabrication Tooling

C1DB-6402344-5

C5DZ-6202344-5

MADE IN THE U.S.A.

Kick Panels

Durable black textured ABS plastic. LH and RH panels. Made in the USA.

1960-63 except convertible.
C1DB-6402344-5

$99.95 pr

1964-65 except convertible.
C5DZ-6202344-5

$99.95 pr

C4DZ-17757

C4DZ-177906

1964-65 Chrome Bumpers

Excellent quality reproductions. Driver quality or better.

NOTE: There is a $10.00 per order boxing fee for these items.

NOTE: This item is oversized/overweight. Additional shipping charges will apply.

Front **C4DZ-17757** **$367.95 ea**

Rear **C4DZ-17906** **$369.95 ea**

WARNING: These products can expose you to chemicals which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information, visit www.P65Warnings.ca.gov

AUTO KRAFTERS INC

PO BOX 8 FAC
Broadway, VA 22815
1-800-228-7346
www.autokrafters.com

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